

HOT AIR FLYER

Colorado Balloon Club Newsletter

March 2021, Volume 48, Issue 3



Photo by Derek White

CONTENTS

Page

- *FAA Charts Updating* 1
- *Ad Rates/Miscellaneous* 2
- *Unusual Cloud Formation* 3
- *First Dutch Balloonist* 4
- *10 Main Cloud Types* 5
- *Sunrise/Sunset - Altoons* 6
- *Short Jump/Kanab* 7
- *Short Jump Rules* 8
- *Short Jump Report Form* 9
- *First Manned Flights* 12
- *Bessie Coleman* 13
- *Kanab, UT* 15
- *Upcoming Events* 16



Welcome to BurnerCast! A weekly podcast hosted on Facebook by pilots Joey Strutz, McKenna Secrist, & Brad Hosmer. On BurnerCast, we talk anything and everything hot air ballooning. Airing Wednesdays at 7pm EST!



FAA Charts Updated Every 56 Days

AOPA

According to the FAA, beginning February 25, “all Sectional Aeronautical, VFR Terminal Area (TAC), VFR Flyway Planning, VFR Aeronautical, and Helicopter Route Charts will be updated and continue to be updated every 56 days” to coincide with the publication dates of other en route, terminal, and supplemental chart products.

Changing the publication cycles required the FAA to amend the publication dates of numerous charts, making many of them obsolete before the final effective date published on the charts.

The FAA listed such amendments in a [charting notice](#) published on August 13, 2020.

In reporting on the change in April 2020, AOPA noted the FAA's expectation that the change would result in significant reductions of chart-related notams because new information will be added to charts more quickly than was the case on the prior publication cycles of 168 days to two years.

The change will also make the chart bulletins that are contained in chart supplement volumes unnecessary, the FAA said at that time.

AOPA advocated for the chart-cycle change, and noted that based on pilot surveys, approximately 90 percent of pilots were primarily using electronic charts.



2021 CBC CONTACTS

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Newsletter Deadline

Items to be included in the **Hot Air Flyer** must be received by Rae Todd, Editor, on or before the 26th of each month.

raetodd1@gmail.com



<https://www.aviationweather.gov>

UAV Forecast

UAV Forecast combines weather forecasts, visible GPS satellites, and solar flare (Kp) activity, to produce a comprehensive report and forecast of flying conditions for Unmanned Aerial Vehicles.

Looking for another source of weather? Try the UAV Forecast app or <https://www.uavforecast.com/>

ADVERTISING RATES

(monthly)

Classified Ads (with or without pictures)

Full Page (8"w x 10"h)	\$25.00
Half Page (8"w x 4"h or 4"w x 10"h)	\$15.00
Quarter Page (4"w x 4"h)	\$12.00
Business card (3.5"w x 2"h)	\$ 5.00
Insert (8.5"w x 11"h)	\$35.00
Larger inserts (>8.5"w x 11"h)	\$55.00

Balloon equipment for sale (Current Members) Free

DISCOUNT —purchase 6 months, receive 6 months free when paid in advance. Ad copy must be camera ready and in either jpg, pdf or tiff high-resolution files.

Contact Rae Todd for more information: raetodd1@gmail.com

LiveATC.net
Live Air Traffic — From Their Headsets to You.

Want To Listen to Airport Traffic At Any Airport?

Go to LiveATC.net and listen in.

Unusual Cloud Formation

from NOAA NWS Aviation Weather Center

<https://www.facebook.com/NWSAWC/posts/4998119246896742>

US National Weather Service Midland Texas - February 2 at 2:40 PM ·

Folks across the region this morning looked to the sky and saw an unusual cloud formation. This cloud formation is what's known as a "Fallstreak" or "Hole Punch" cloud. This is caused by aircraft flying through mid to upper-level clouds. These clouds can contain supercooled water. When aircraft interact with this supercooled water it will cause this supercooled water to freeze creating ice. This ice forms at the expense of the surrounding supercooled water, forming the hole in the cloud layer. The ice then begins to fall back towards the ground giving the falling appearance. This is a relatively rare phenomenon but is very cool to see.

Photo Credit: Russell Sebring and Cesar Zermeno



General Agency Corporation

Marty Hill

Aurora, CO

Phone 303•991•0680 or 800•748•1869

BIG CHANGES IN BALLOON INSURANCE

- We are motivated and want to quote your balloon insurance!
- We have a discount if your crew attends safety seminar...please call
- We have a NEW COMPANY that writes a real Aviation Policy

When a claim happens, the right insurance looks like a real good deal.
Please call Marty Hill for a real good deal on your next insurance purchase.

BALLOONS — VEHICLES — BUSINESSES — HOMES — *Thank you!*

First Dutch Balloonist - Nini Boesman

from Wikipedia



Clasina Cateau Elizabeth (Nini) Boesman-Visscher (Dedemsvaart , 11 May 1918 - The Hague , 2 June 2009) was the first Dutch balloonist . Because of her fifty-year career as a balloonist, she was honored in 1999 by the Royal Dutch Aviation Association (KNVvL) with the golden badge of honor for her pioneering role in the world of ballooning; the highest award of the association.

Career

Boesman grew up in a family with five brothers. The family moved to The Hague in her early teens . She started her career as a balloonist at the age of 18, when she met Jo Boesman - then still Nini Visscher - notary in training and founder of the Haagse Ballonclub (HBC) . A ten-minute trip in a balloon from Kijkduin determined the rest of her life. On May 18, 1946, Nini married Jo in The Hague. The honeymoon, which was only 45 minutes, was covered in a gas balloon. In 1948 she obtained the certificate of balloon commander.

Together with her husband she made more than 800 balloon rides, including nine times over the Alps , over Pakistan , in Africa , Haiti , and over the North Pole . She used both a gas balloon and a hot air balloon . She and her husband participated in the Gordon Bennett race in 1983, which is intended for gas balloons only. She became chairman of the aviation history association of the Royal Dutch Aviation Association, a position she held for thirty years. Only at the age of 90 did she hand over the presidency. Because of her great experience, the spectacular trips she has made and her knowledge of the technology and history of ballooning, she was frequently asked for lectures. Not all of her balloon rides went well, because during a trip across the North Sea with the writer Godfried Bomans on Queen's Day 1951 , they ended up in the water off the coast of Zandvoort. She also landed in a whirlwind above the Veluwe , landed on a garbage dump in Athens , and almost ended up in Angola , which was strictly forbidden at the time .

She and her husband received international recognition by participating in international races and by training to become pilots. They gained national fame through the more than forty International Holland Balloon Races they organized. Nini (and Jo posthumously) became an honorary citizen of the town of Mitchell in 1991 , where her and Jo portraits are also in the Balloon & Airship Museum 's Hall of Fame .

Jo Boesman died in 1976, after which she took over all his board positions, such as those at the HBC, the Aviation Historical Association, the Royal Netherlands Aviation Association, the Fédération Aéronautique Internationale and the Netherlands Aviation Museum, and his duties at the examination committee for balloon commanders. One of her last adventures was her first trip in a Zeppelin when she was 90 . She was an honorary member of the KNVvL.

She died at the age of 91 in The Hague, where she was buried at the [Oud Eik en Duinen](#) cemetery.

Prizes

She won many prizes, including the [Coup Andries Blitz](#) three times and the [Trophée du Ballon Libre](#) twice .

Quote

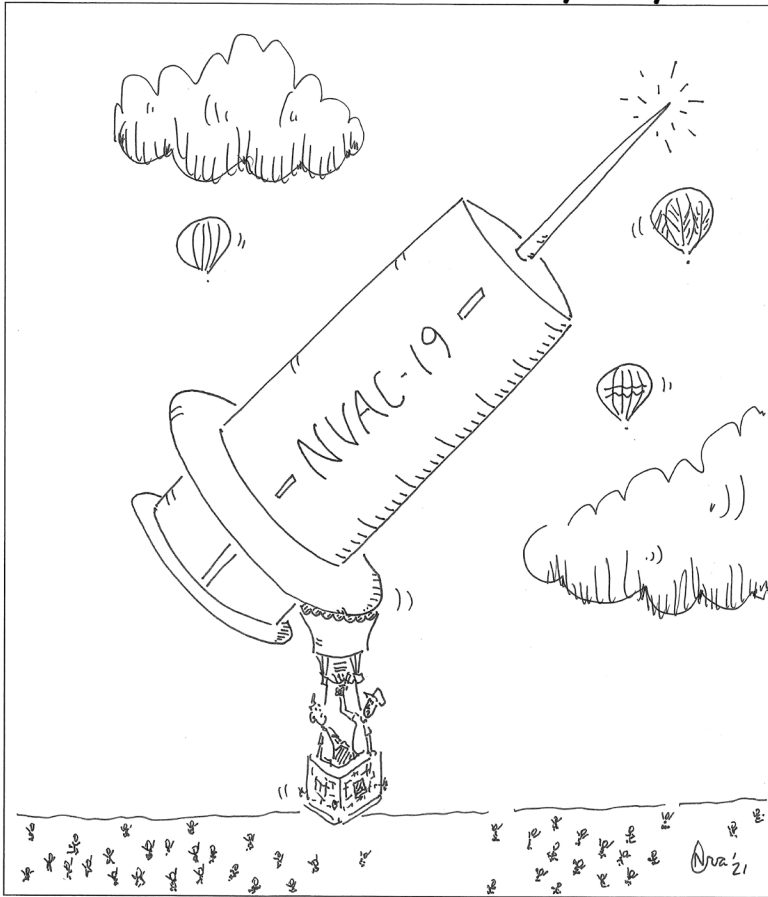
Her most famous quote is: *Once you are free from the earth, you go completely with the wind, you have become a cloud .*

THE TEN MAIN CLOUD TYPES



Cloud Type	Cloud-Top Pressure P_{ct} , hPa	Cloud Optical Thickness τ , μm
Cirrus	$50 < P_{ct} \leq 440$	$0.1 < \tau \leq 3.6$
Cirrostratus	$50 < P_{ct} \leq 440$	$3.6 < \tau \leq 23$
Deep convection	$50 < P_{ct} \leq 440$	$23 < \tau \leq 379$
Alto cumulus	$440 < P_{ct} \leq 680$	$0.1 < \tau \leq 3.6$
Altostratus	$440 < P_{ct} \leq 680$	$3.6 < \tau \leq 23$
Nimbostratus	$440 < P_{ct} \leq 680$	$23 < \tau \leq 379$
Cumulus	$680 < P_{ct} \leq 1000$	$0.1 < \tau \leq 3.6$
Straocumulus	$680 < P_{ct} \leq 1000$	$3.6 < \tau \leq 23$
Stratus	$680 < P_{ct} \leq 1000$	$23 < \tau \leq 379$

^aIt is the same as that used in the work of *Rossow and Schiffer* [1991] except that clouds with $\tau \leq 0.1$ (μm) are not counted.



© 2021 WJTN

"this new balloon is REALLY popular with the public..., but for some reason not so much with the other balloonists!..."



If you're interested in purchasing a DVD or Blu-Ray to donate to a local school or library, or if you'd like one for your personal film collection, please shoot me a message!

[Chantal Potter](#)

(includes angle of the sun)

2021 Sunrise/Sunset		
Mar	Sunrise	Sunset
1	6:32 am → (99°)	5:52 pm ← (261°)
2	6:31 am → (98°)	5:53 pm ← (262°)
3	6:29 am → (98°)	5:54 pm ← (262°)
4	6:28 am → (97°)	5:55 pm ← (263°)
5	6:26 am → (97°)	5:56 pm ← (263°)
6	6:24 am → (96°)	5:57 pm ← (264°)
7	6:23 am → (96°)	5:58 pm ← (264°)
8	6:21 am → (95°)	5:59 pm ← (265°)
9	6:20 am → (95°)	6:01 pm ← (265°)
10	6:18 am → (94°)	6:02 pm ← (266°)
11	6:17 am → (94°)	6:03 pm ← (266°)
12	6:15 am → (93°)	6:04 pm ← (267°)
13	6:14 am → (93°)	6:05 pm ← (267°)
Daylight Savings Time Begins		
14	7:12 am → (92°)	7:06 pm ← (268°)
15	7:10 am → (92°)	7:07 pm ← (268°)
16	7:09 am → (91°)	7:08 pm ← (269°)
17	7:07 am → (91°)	7:09 pm ← (269°)
18	7:06 am → (90°)	7:10 pm ← (270°)
19	7:04 am → (90°)	7:11 pm ← (271°)
20	7:02 am → (89°)	7:12 pm ← (271°)
21	7:01 am → (89°)	7:13 pm ← (272°)
22	6:59 am → (88°)	7:14 pm ← (272°)
23	6:58 am → (88°)	7:15 pm ← (273°)
24	6:56 am → (87°)	7:16 pm ← (273°)
25	6:54 am → (87°)	7:17 pm ← (274°)
26	6:53 am → (86°)	7:18 pm ← (274°)
27	6:51 am → (86°)	7:19 pm ← (275°)
28	6:49 am → (85°)	7:20 pm ← (275°)
29	6:48 am → (85°)	7:21 pm ← (276°)
30	6:46 am → (84°)	7:22 pm ← (276°)
31	6:45 am → (84°)	7:23 pm ← (277°)

All times for Denver, Colorado

Colorado Balloon Club Short Jump

info courtesy Dan and Nancy Griffin

Karl Stefan was the Senior Judge for the BFA Long Jump from 1990 to 2011. He had two assistants—Dan and Nancy Griffin. This new challenge comes from his idea in 2010.

September 2010

This contest is somewhat a “fly-in” task spread out over time with the pilot’s choice of when to fly.

The “Long Jump” is a wonderful pilot training and testing tool, but the complications of weather, travel to a suitable takeoff site, and long distance crew arrangements discourage participation.

This “Short Jump” simplifies everything, still is a good exercise in navigating the breezes and flying safely.

*Buoyant regards,
Karl*

There are no prizes, just the pilot’s name in the newsletter and on the website.

Find rules and form beginning on page 8 in this newsletter and on the CBC website, www.coloradoballoon-club.net



Sand Hollow SkyFest, Hurricane, UT



Photos by Derek White

The Colorado Balloon Club Short Jump Challenge

RULES

1. A task testing pilot's skill (and luck) by landing as close as possible to the takeoff position. "Take off" is the point at which the aerostat first becomes airborne, and "Landing" is the point at which the aerostat first ceases to be airborne.
2. The Challenge date period will be March 1 through June 30, 2021.
3. The Flight duration of one (1) hour or more is required.
4. Passengers may be carried.
5. At all times during flight at least 30 minutes of reserve fuel must be on board.
6. At least one ascent to or above 1,000 ft above takeoff elevation is required.
7. All FAA Regulations will be complied with during flight.
8. Flight Report will contain rule compliance data and a "Narrative" with information the pilot considers important, useful.
9. Pilot will declare before takeoff intention that this flight is a Short Jump attempt. If the Challenge attempt is aborted, a Report is still required with reason for the abort. Focus should be on the jump and the lessons learned.
10. Honor system will prevail. The Pilot's verification that the Report is true will be accepted.
11. The Report will be reviewed by the Short Jump Committee.
12. The CBC will publish on its web site and newsletter an ongoing summary of all participants results listed in ascending order of landing distance from the takeoff point.
13. If any rule is violated, the flight becomes invalid for Challenge participation, but the flight report must non-the-less be submitted (For fairness, and statistical and safety information).
14. The Committee will provide support as available and requested by the Pilot in such matters as interpretation or computations.

Short Jump Committee:

Nancy O. Griffin – Chair – ngriffin4@leolop.net

Dan Griffin – dan@nocow.net

Form on page 9

COLORADO BALLOON CLUB SHORT JUMP CHALLENGE FLIGHT REPORT

DEADLINE: MUST BE RECEIVED ON OR BEFORE JUNE 30, 2021

Pilot Name _____
(please print)

Address _____ PIC hours _____

Pilot phone numbers: _____

E-mail: _____ (needs to be readable)

BALLOON INFORMATION:

Manufacturer _____ Year Made _____ Model _____

Size (cu. ft.) _____ Registration # _____

LAUNCH INFORMATION:

Launch Site: Latitude _____ Longitude _____

Description _____

Time of Launch _____ Date _____

Person verifying launch position:

Name _____ Telephone _____
(please print)

(signature) _____ Date _____

Address _____

City _____ State _____ Zip code _____

Form continues on pages 10-11

COLORADO BALLOON CLUB SHORT JUMP CHALLENGE FLIGHT REPORT

Page 2

LANDING INFORMATION:

Landing Site: Latitude _____ Longitude _____

Description: _____

Time of Landing _____ Date _____

Person verifying landing position:

Name _____ Telephone _____
(please print)

(signature) _____ Date _____

Address _____

City _____ State _____ Zip code _____

Distance claimed:

Miles or Feet or inches _____ Duration of flight _____

We claim this flight to be recorded in the 2021 CBC Short Jump. The facts in this application and accompanying documents have been personally verified by us, and are in accordance with the Short Jump Rules.

Pilot Signature _____ Date _____

Crew Chief:

Name _____ Telephone _____
(please print)

(signature) _____ Date _____

Address _____

City _____ State _____ Zip code _____

E-mail: _____

COLORADO BALLOON CLUB SHORT JUMP CHALLENGE FLIGHT REPORT

Page 3

Nothing may be dropped or off-loaded during flight except lightweight objects to determine wind direction, such as pieces of paper. Nothing may be taken on board after launch.

Pilots must verify their launch and landing locations by completing the appropriate sections of the Flight Report Form, including signatures of persons verifying the information. In addition to stating the Latitudes and Longitudes, pilots shall include a position description relative to landmark(s) which would enable the Judge to independently verify the Latitude and Longitude.

Pilots should be prepared to submit for publication: 1) full frame traditional photo (no trading cards or computer printed images) of the balloon used for the flight (photo need not be taken during the flight), Digital images are OK but MUST BE 300 DPI minimum resolution (usually “fine” or “very fine” or at least the 1200x1600 setting on a digital camera.) 2) A narrative of information concerning the flight that the pilot considers useful to other pilots.

CHECK LIST:

All blanks on Flight Report filled in.

Witness verifications including signatures.

Double check Latitudes & Longitudes, and locations description.

Narrative and balloon picture.

Missing or incomplete information will delay processing or may disqualify that entry. We will try to work with you on this.

RETURN FLIGHT REPORT TO: **Nancy Griffin**
7935 Livingston Lane
Fort Collins, CO 80525

Short Jump Committee:
Nancy O. Griffin – ngriffin4@leolop.net
Dan Griffin - dan@nocow.net

First Manned Balloon Flight

from Wikipedia

The first clearly recorded instance of a balloon carrying human passengers used hot air to generate buoyancy and was built by the brothers Joseph-Michel and Jacques-Etienne Montgolfier in Annonay, France. These brothers came from a family of paper manufacturers and had noticed ash rising in paper fires. The Montgolfier brothers gave their first public demonstration of their invention on June 4, 1783. After experimenting with unmanned balloons and flights with animals, the first tethered balloon flight with humans on board took place on October 19, 1783 with the scientist Jean-François Pilâtre de Rozier, the manufacture manager, Jean-Baptiste Réveillon and Giroud de Villette, at the Folie Titon in Paris.

The first untethered, free flight with human passengers was on 21 November 1783. King Louis XVI had originally decreed that condemned criminals would be the first pilots, but de Rozier, along with the Marquis François d'Arlandes, successfully petitioned for the honor. For this occasion the diameter of the balloon rose to almost 50 feet, with a smoky fire slung under the neck of the balloon placed in an iron basket; it was controllable and replenishable by the balloonists. In 25 minutes the two men traveled just over five miles. Enough fuel remained on board at the end of the flight to have allowed the balloon to fly four to five times as far, but burning embers from the fire threatened to engulf the balloon and the men decided to land as soon as they were over open countryside. News of the balloon flights spread quickly. By December 1783 Goethe wrote to a friend on Wilhelm Heinrich Sebastian Bucholz's attempt in Weimar "to master the art of Montgolfier". The pioneering work of the Montgolfier brothers in developing the hot air balloon was recognised by this type of balloon being named Montgolfière after them.

First Manned Hydrogen Balloon Flight

Only a few days later, at 13:45 on December 1, 1783, professor Jacques Charles and the Robert brothers (Les Frères Robert) launched a new, manned hydrogen balloon from the Jardin des Tuileries in Paris, amid vast crowds and excitement. The balloon was held on ropes and led to its final launch place by four of the leading noblemen in France, the Marechal de Richelieu, Marshal de Biron, the Bailli de Suffren, and the Duke of Chaulnes. Jacques Charles was accompanied by Nicolas-Louis Robert as co-pilot of the 380-cubic-metre, hydrogen-filled balloon. The envelope was fitted with a hydrogen release valve, and was covered with a net from which the basket was suspended. Sand ballast was used to control altitude. They ascended to a height of about 1,800 feet (550 m) and landed at sunset in Nesles-la-Vallée after a flight of 2 hours and 5 minutes, covering 36 km. The chasers on horseback, who were led by the Duc de Chartres, held down the craft while both Charles and Robert alighted.

Charles then decided to ascend again, but alone this time because the balloon had lost some of its hydrogen. This time he ascended rapidly to an altitude of about 3,000 metres), where he saw the sun again. He began suffering from aching pain in his ears so he 'valved' to release gas, and descended to land gently about 3 km away at Tour du Lay. Unlike the Robert brothers, Charles never flew again, although a balloon using hydrogen for its lift came to be called a Charlière in his honour.

Charles and Robert carried a barometer and a thermometer to measure the pressure and the temperature of the air, making this not only the first manned hydrogen balloon flight, but also the first balloon flight to provide meteorological measurements of the atmosphere above the Earth's surface. It is reported that 400,000 spectators witnessed the launch, and that hundreds had paid one crown each to help finance the construction and receive access to a "special enclosure" for a "close-up view" of the take-off. Among the "special enclosure" crowd was Benjamin Franklin, the diplomatic representative of the United States of America.

Also present was Joseph Montgolfier, whom Charles honoured by asking him to release the small, bright green, pilot balloon to assess the wind and weather conditions.

Bessie Coleman - American Aviator

<https://www.britannica.com/biography/Bessie-Coleman>



Bessie Coleman, byname of Elizabeth Coleman, (born January 26, 1892, Atlanta, Texas, U.S.—died April 30, 1926, Jacksonville, Florida), American aviator and a star of early aviation exhibitions and air shows.

One of 13 children, Coleman grew up in Waxahatchie, Texas, where her mathematical aptitude freed her from working in the cotton fields. She attended college in Langston, Oklahoma, briefly, before moving to Chicago, where she worked as a manicurist and restaurant manager and became interested in the then new profession of aviation.

Discrimination thwarted Coleman's attempts to enter aviation schools in the United States. Undaunted, she learned French and in 1920 was accepted at the Caudron Brothers School of Aviation in Le Crotoy, France. Black philanthropists Robert Abbott, founder of the Chicago Defender, and Jesse Binga, a banker, assisted with her tuition. On June 15, 1921, she became the first American woman to obtain an international pilot's license from the Fédération Aéronautique Internationale. In further training in France, she specialized in stunt flying and parachuting; her exploits were captured on newsreel films. She returned to the United States, where racial and gender biases precluded her becoming a commercial pilot. Stunt flying, or barnstorming, was her only career option.

Coleman staged the first public flight by an African American woman in America on Labor Day, September 3, 1922. She became a popular flier at aerial shows, though she refused to perform before segregated audiences in the South. Speaking at schools and churches, she encouraged blacks' interest in aviation. She also raised money to found a school to train black aviators. Before she could found her school, however, during a rehearsal for an aerial show, the plane carrying Coleman spun out of control, catapulting her 2,000 feet to her death.

<https://www.nationalaviation.org/our-enshrinees/coleman-bessie/>

Biography

Bessie Coleman was born the tenth of thirteen children January 1892 in Atlanta, Texas. Her parents, Susan and George Coleman, were sharecroppers. In 1901, George Coleman left his family to return to Oklahoma. Bessie's mother found work as a cook/housekeeper. Bessie completed all eight grades of her one-room school, yearning for more. She saved her money and then in 1910 took her savings and enrolled in the Colored Agricultural and Normal University in Langston, Oklahoma. Bessie completed only one term before running out of money and returning to Waxahatchie.

In 1915, at the age of 23, Bessie Coleman went to Chicago to stay with her brother. All she wanted was a chance to "amount to something." She became a beautician and worked as a manicurist in the barbershops of Chicago's south side where she met Robert Abbott, the publisher of the Chicago Defender.

Both brothers had served in France during World War I. Her brother John one day said "I know something that French women do that you'll never do – Fly!" That was the last straw; Bessie decided then that she would become the first licensed black pilot.

When Bessie couldn't find anyone to teach her to fly, she took the advice of publisher Abbott and prepared herself to attend aviation school in France. Bessie departed for France in November 1919.

Returning to New York in September 1921, she was greeted by a surprising amount of press coverage. Flying as entertainment could provide financial benefits for an aviator, but required skills that Bessie did not have. Again, she departed for France for more training.

When Bessie returned to the United States, she knew she needed publicity to attract paying audiences. Her first appearance was an air show on September 3, 1922 at Curtiss Field near New York. In a plane borrowed from Glenn Curtiss, she was checked out in the Jenny in front of the crowd. More shows followed in Memphis and Chicago, and then in Texas in June 1925.

She traveled to California to earn money to buy a plane of her own, but promptly crashed that plane and returned to Chicago to form a new plan. It was another two years before she finally succeeded in lining up a series

Continued on page 14

Bessie Coleman - continued from page 13

of lectures and exhibition flights in Texas. At Love Field, she made a down payment on an old Jenny – JN-4 with an OX-5 engine.

Bessie then traveled to the southeast where she did a series of lectures in black theaters in Florida and Georgia. She opened a beauty shop in Orlando to hasten her accumulation of funds to start the long-awaited avia-

tion school. Using borrowed planes, she continued exhibition flying and occasional parachute jumping. As she had done in other U.S. locations, Bessie refused to perform unless the audiences were desegregated and everyone attending used the same gates.

Bessie made the final payment on her plane in Dallas and arranged to have it flown to Jacksonville. On the evening of April 30, 1926, she and her mechanic took the plane up for a test flight. Once aloft, the plane malfunctioned and the mechanic lost control. Bessie fell from the open cockpit several hundred feet to her death.

Five thousand mourners attended a memorial service for Bessie in Orlando. An estimated 15,000 people paid their respects in Chicago – at the funeral of that little girl from Texas who dreamed of a better life as she picked cotton at the dawn of the 20th century.

Only after her death did Bessie Coleman receive the attention she deserved. Her dream of a flying school for African Americans became a reality when William J. Powell established the Bessie Coleman Aero Club in Los Angeles in 1929. As a result of being affiliated, educated or inspired directly or indirectly by the aero club, flyers like the Five Blackbirds, the Flying Hobos, The Tuskegee Airmen and others continued to make Bessie's dream a reality.

In 1931, the Challenger Pilots' Association of Chicago began an annual flyover at Chicago's Lincoln Cemetery to honor Bessie. In 1977, women pilots in Chicago established the Bessie Coleman Aviators Club. In 1995, the U.S. Postal Service issued a "Bessie Coleman" stamp commemorating "her singular accomplishment in becoming the world's first African American pilot and, by definition, an American legend."



The Great Reno Balloon Race is an invitational event.

Pilots that are invited have flown a minimum of 100 hours and have met The Great Reno Balloon Race safety standards. If you're interested in flying in The Great Reno Balloon Race, please complete our Pilot Application via the registration link below.

[Click here for GRBR 2021 Pilot Registration – COMING SOON](#)

Colorado Flying in February

Images by Colin Wilson



HOT AIR FLYER



March 2021

Kanab Balloons and Tunes Roundup - Kanab, UT

photos from Carla Kelley, Don Waltman, Pat Newlin



UPCOMING EVENTS

March 6

GEBA/LTA CO Safety Seminar

Virtual

Register: <http://gebaballoon.org/events/continuing-ed-seminar>

March 25-28, 2021

Pahrump Balloon Festival

Pahrump, UT

Contact: KatieGriggs, Katiegriggslta@gmail.com

April 24, 2021

BFA Online Seminar

Virtual

Contact: www.bfa.net

April 30-May 1, 2021

Arizona Balloon Classic

Goodyear, AZ

Website: www.abcfest.com

May 15-16, 2021

Erie Town Faire and Balloon Festival

Erie, CO

June 18-20, 2021

Eyes to the Sky

Salina, UT

Contact: 435-529-7304

June 25-27, 2021

Frederick in Flight

Frederick, CO

July 1-4, 2021

Teton Valley Balloon Rally

Driggs, ID

Contact: margaret@tetonballonrally.com

July 16-18, 2021

Riverton Rendezvous and Balloon Rally

Riverton, WY

Contact: andy.r.samuelson@hotmail.com

August 7-8, 2021

Moffat Valley

Craig, CO

Eyes to the Sky Balloon Festival

Do you love helping your community and a great event?

Join us as one of our event committee members to help with the 2021 Eyes to the Sky Balloon Festival. This wonderful event will happen June 18-20, 2021.

For more information feel free to call Kathy at the Salina City Office at 435.529.7304 for details.
Salina, UT